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INFORMATION REPORT

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SUBJECT: Fulfillment of Inland Shipping Plan and
Interdiction of Passage through West Berlin
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SUPPLEMENT TO
REPORT NO.

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1. On 8 June 1953, a conference was held at the State Secretariat, Shipping, on the fulfillment of the inland shipping plan and the interdiction of passage by private vessels through West Berlin. Present at the conference were Gramsch (fnu) and Boehm (fnu) of the State Secretariat, Strack (fnu) and Ortmann (fnu) of the VEB Deutscher Schiffahrts- und Umschlagsbetrieb (German Shipping and Transshipment Center) (DSU), and Woetzel (fnu) and Ostwald (fnu) of the DSU Magdeburg branch.¹ The report issued after the meeting indicated that a shuttle service by nationalized vessels will be organized to assure the shipment of 45,000 tons per month of gravel from Farey to Berlin; that Strack, of the Berlin DSU, and Ostwald, of the Magdeburg DSU, will determine the barges required on Saturdays, and that the tonnage required will be 25,000 tons and, later, 20,000 tons including 40 percent of medium barges. The report also stated that the Berlin DSU will take over from DSU Magdeburg and ship 10,000 tons of hard coal from Zwickau which previously went via Riesa and now would go to Ruedersdorf and Berlin via Koenigswusterhausen; that all shipments from the Elbe River district to Fuerstenberg (pyrites residues and gravel), totaling about 15,000 tons, will be shipped by nationalized tonnage (outside the West Sector), making available to Berlin a monthly supply of about 20,000 tons of empty tonnage for shipments from Fuerstenberg on the Oder River; that shipments from the Magdeburg district to Berlin, totaling about 12,000 tons, will also be shipped by nationalized tonnage, furnishing Berlin with about 20,000 tons of empty tonnage per month for shipments from Koenigswusterhausen to Berlin; that Berlin will concentrate all nationalized (western sector free) barges from other services (Fuerstenberg/Ruedersdorf, Brandenburg/Kirchmoeser shuttle services and others) at Koenigswusterhausen and Fuerstenberg to assure shipments from these two stations; and that the Stralsund DSU branch will be instructed to dispatch to Berlin as expeditiously as possible all nationalized free tonnage, loaded or in ballast, to increase the tonnage available in Berlin. The report finally demanded that all shipments from the Stralsund district to Berlin and stations located north of Berlin and in opposite direction be made by private vessels via Fuerstenberg/Hohensaaten and that the three DSUs submit their first reports to the State Secretariat, Shipping, by 11 June, indicating the situation resulting from the measures initiated and possible rearrangements by the DSUs.

2. On 13 June 1953, the decision made at the conference on 8 June that no private vessels pass through the west sector was canceled, allowing loaded private vessels, except vessels carrying grain, machines or machine components, to pass through the west sector.²

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1. Comment. ~~Wensch~~ (fma) is head of section 4, of the Fleet and Ports Main Administration I, for Shipping and Traffic, at the State Secretariat, Shipping. ~~Boehm~~ (fma) is concerned with inland fleet employment at section 4.

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2. Comment. Private empty vessels and passenger ships were forbidden to pass through the west sectors in Berlin from East Germany. The report on the conference on 8 June 1953 tends to indicate that it was planned to replace private vessels in West Berlin with nationalized vessels and thus prevent the private vessels from fleeing East Germany. The cancellation of this measure, on 13 June 1953, is believed to be the result of the new course in East Germany which involved support to private enterprises.

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